

CAPSULE SUMMARY SHEET

Survey No.: PG:79-72 (PACS A3) Construction Date: circa 1910

Name: Baltimore and Potomac Railroad Property

Location: 15105 Marlboro Pike, Upper Marlboro vicinity, Prince George's County

Private/Commercial/Occupied/Good/Not accessible

Description:

The Baltimore and Potomac Railroad Property is a 2-story, 4-bay freight depot on the south side of Marlboro Pike in the Upper Marlboro vicinity, Prince George's County. Constructed circa 1910, the building is rectangular in plan with a front-gable roof. The structure is of wood-frame construction with a concrete block foundation and wood siding. The roof is covered with metal sheets. The east elevation has a large overhang created by the extension of the roof beyond the plane of the east elevation. The overhang is supported by wood braces. Most of the windows are covered with plywood; however, some of the windows on the east elevation remain exposed. The windows are 6-light awning and 6/6 double-hung.

Significance:

The Baltimore and Potomac Railroad Property was originally situated on 3.06 hectares (7.57 acres) of "Hills Island" purchased in 1871 "for depot purposes" (Land Records of Prince George's County, DB HB4-624). The Baltimore and Potomac Railroad was chartered in 1853. Construction began on the line in 1868, and the first trains ran on January 1, 1873. This railroad depot does not appear on historic maps of the county, as it was constructed circa 1910, after the publication of Martenet's Atlas of Prince George's County, Maryland, 1861 and Hopkins' Atlas of Prince George's County, Maryland, 1878. An early criticism of the Baltimore and Potomac Railroad in Charles County had been its lack of waiting rooms and freight storage structures on the line. Freight transportation averaged 150 hogsheads of tobacco a day in the fall of 1873 and steadily increased during the late-nineteenth century with the addition of general merchandise and agricultural produce (Wearmouth 1984:14). The depot on the Baltimore and Potomac Railroad Property is a common railroad resource with little architectural distinction. The building was constructed in a basic utilitarian form of the most expedient materials and construction methods of the time. The depot and its associated 1.20 hectare (2.97 acre) lot were sold by the railroad in 1941. Highway Film Services, the current owner, acquired the property in 1981. The parcel is now .91 hectares (2.26 acres). Conrail currently uses the rail line to carry fuel to power plants in southern Maryland.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
U.S 301 South Corridor Transportation Study

DOE ☐ yes ☐ no**1. Name:** (indicate preferred name)

historic Baltimore and Potomac Railroad Property

and/or common Highway Film Service Inc. Property

2. Location:street & number 15105 Marlboro Pike ☐ not for publicationcity, town Upper Marlboro ☒ vicinity of congressional district

state Maryland county Prince George's

3. Classification:

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> education <input type="checkbox"/> private
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> residence
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> religious
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:
			<input checked="" type="checkbox"/> transportation

4. Owner of Property: (give names and mailing addresses of all owners)

name Highway Film Service Inc.

street & number P.O. Box 438

telephone no.:

city, town Trenton

state and zip code MD 08603

5. Location of Legal Description

Land Records Office of Prince George's County

liber 5471

street & number 14741 Governor Oden Bowie Drive

folio 517

city, town Upper Marlboro

state Maryland

6. Representation in Existing Historical Surveys

title None

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town

state

7. Description

Survey No. PG:79-72 (PACS A3)

Condition		Check one	Check one	
<input checked="" type="radio"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="radio"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Resource Count: 1

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Baltimore and Potomac Railroad Property is a 2-story, 4-bay freight depot on the south side of Marlboro Pike in the Upper Marlboro vicinity, Prince George's County. Constructed circa 1910, the building is rectangular in plan with a front-gable roof.

The structure is of wood-frame construction with a concrete block foundation and wood siding. The roof is covered with metal sheets. The east elevation has a large overhang created by the extension of the roof beyond the plane of the east elevation. The overhang is supported by wood braces. Most of the windows are covered with plywood; however, some of the windows on the east elevation remain exposed. The windows are 6-light awning and 6/6 double-hung.

The front, or north facade, has four bays on the first story. Three bays are loading docks with wood overhead doors. The fourth bay was a window which has been covered with plywood. The second story has four covered windows.

The east elevation has 15 bays on the first story and 10 bays on the second story. The first story fenestration consists of eleven 6-light awning windows and two 6/6 double-hung windows. There are two entrances on this elevation. The second and fifth bays from the south are wood doors which open onto a wood loading platform. The second story has seven 6/6 double-hung windows and three sliding wood doors.

The south elevation fenestration has all been covered with plywood. The first story has an enclosed garage bay which has been enclosed with concrete block, a wood panel door and two awning windows. The second story has two covered windows and a wood sliding door.

The west elevation has ten covered windows on the first story and two entryways. Near the center of the elevation is a pair of wood doors, while the second entry is a door at grade level near the south end.

There are no other buildings on this property.

The property is located on the south side of Marlboro Pike at the intersection of the road with the Pope's Creek line of the Baltimore and Potomac Railroad, now Conrail. There are commercial/industrial buildings to the north, commercial buildings to the south and east, and industrial buildings to the west. The property is located in an industrial area east of the town of Upper Marlboro.

8. Significance

Survey No. PG:79-72 (PACS A3)

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archaeology-prehistoric	<input type="checkbox"/> Community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communication	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates circa 1910 **Builder/Architect** unknown

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
 and/or
 Applicable Exceptions: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
 Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore and Potomac Railroad Property was originally situated on 3.06 hectares (7.57 acres) of "Hills Island" purchased in 1871 "for depot purposes" (Land Records of Prince George's County, DB HB4-624). The Baltimore and Potomac Railroad was chartered in 1853. Construction began on the line in 1868, and the first trains ran on January 1, 1873. This railroad depot does not appear on historic maps of the county, as it was constructed circa 1910, after the publication of Martenet's Atlas of Prince George's County, Maryland, 1861 and Hopkins' Atlas of Prince George's County, Maryland, 1878. An early criticism of the Baltimore and Potomac Railroad in Charles County had been its lack of waiting rooms and freight storage structures on the line. Freight transportation averaged 150 hogsheads of tobacco a day in the fall of 1873 and steadily increased during the late-nineteenth century with the addition of general merchandise and agricultural produce (Wearmouth 1984:14). The depot and its associated 1.20-hectare (2.97 acre) lot were sold by the railroad in 1941. Highway Film Services, the current owner, acquired the property in 1981. The parcel is now .91 hectares (2.26 acres). Conrail currently uses the rail line to carry fuel to power plants in southern Maryland.

The opening of the Baltimore and Potomac Railroad in 1873 revitalized the practice of agriculture in southern Maryland. By the mid-nineteenth century, southern Maryland farmers were sensing the need for a safe, fast and dependable way to transport their products to Baltimore, Washington and ports on the Potomac River. Since the opening of the Baltimore and Ohio Railroad in 1830, southern Maryland had been losing business to the large and productive farms of the midwest. At that time, southern Maryland farmers still shipped their products to Baltimore and Washington on steamboats from ports on the Potomac River. A poor internal road system limited access to ports for farms located more than five miles from the river. The Baltimore and Potomac Railroad, which travelled north-south through the centers of Prince George's and Charles Counties, made inland farms accessible and thus increased their value. Beginning in 1873, the Railroad operated a freight train to Baltimore once a week to carry local produce. Farmers were charged sixteen cents per one-hundred pounds of produce. At its peak, the Railroad transported an average of 150 hogsheads of tobacco per day. City newspapers, including the Baltimore Sun, reported in the 1880s that land values in Charles County were rising rapidly in response to increased profits in agriculture. By 1883, a new canning plant owned by A. T. Whiting Company was operating in Rock Point (Charles County). By the early-twentieth century, the Railroad was carrying modern farm equipment, including reapers, threshers, balers and steam tractors, from Baltimore to southern Maryland. Businesses in southern Maryland which dealt with farm, construction and automotive equipment depended entirely on the Railroad for their livelihood. A growing number of dairy farmers also relied on the Railroad to carry fresh milk to Washington, D.C. The Baltimore and Potomac Railroad, therefore, was responsible for agricultural prosperity in southern Maryland during the nineteenth and twentieth centuries (Wearmouth 1986, 1-24 passim).

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Baltimore and Potomac Railroad Property

SURVEY NO.: PG:79-72 (PACS A3)

ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

8. Significance (Continued)

By the end of the nineteenth century, there were thousands of passenger or combination freight and passenger stations in the United States, the vast majority of which served smaller communities. Although great pains might be taken to design an imposing central depot in a large city, the railroad station serving a small community was generally a modest affair, erected at a minimal expense by a cost-conscious railroad company. Although attempts were often made to make the railroad station visually attractive, the primary objective in station design was the efficient housing of the various activities that took place in the building. The need for ticket offices, waiting rooms, restrooms, baggage rooms, and freight handling facilities, all easily visible from the ticket window, imposed specific requirements on the design of a station. The Baltimore and Potomac Railroad Property, however, was designed solely for freight, and therefore, lacked the passenger amenities prevalent in many other railroad structures of the early twentieth century.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Baltimore and Potomac Railroad Property

SURVEY NO.: PG:79-72 (PACS A3)

ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

8. Significance (Continued)

NATIONAL REGISTER EVALUATION:

The Baltimore and Potomac Railroad Property is eligible for the National Register of Historic Places. The property is eligible under Criterion A as a surviving example of a railroad freight facility associated with the Baltimore and Potomac Railroad. During the late-nineteenth and early-twentieth centuries, the Baltimore and Potomac Railroad carried agricultural products to the city of Baltimore, prompting a renewed prosperity of the agricultural economy of southern Maryland. The property retains a high degree of integrity. Although some windows and doors have been blocked, the building is largely unaltered. The property retains its integrity of location, setting, design, materials and workmanship. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. The property is not eligible under Criterion C, because, although it retains a high degree of integrity, it does not possess architectural significance. The building was constructed in a basic utilitarian form of the most expedient materials and construction methods of the time. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

NATIONAL REGISTER BOUNDARY DESCRIPTION:

The National Register Boundary for the Baltimore and Potomac Railroad Property corresponds to the boundary of Prince George's County Tax Map 102 Parcel 40. The 0.91-hectare (2.26 acre) parcel is bounded on the north by Marlboro Pike, on the east and south by adjacent tax parcels, and on the west by the Baltimore and Potomac Railroad tracks. The boundary includes the freight depot as a contributing resource and encompasses the remaining land historically associated with the property.

MARYLAND HISTORICAL TRUST

Eligibility recommended XX Eligibility Not Recommended _____

Comments: _____

Reviewer, OPS: [Signature] ✓ Date: 10/18/99
 Reviewer, NR Program: [Signature] Date: 10/19/99

9. Major Bibliographical References Survey No. PG:79-72 (PACS A3)

Continuation Sheet

10. Geographical Data

Acreage of nominated property 0.91 hectares (2.26 acres)
Quadrangle name Bristol, MD Quadrangle scale 1:24,000

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Caroline Hall/Tim Tamburrino/Julie Darsie

organization P.A.C. Spero & Company date September 1996/November 1998

street & number 40 W. Chesapeake Avenue, Suite 412 telephone (410) 296-1635

city or town Baltimore state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Baltimore and Potomac Railroad Property

SURVEY NO.: PG:79-72 (PACS A3)

ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

9. Major Bibliographical References (Continued)

- Boucher, Jack E. 1993. Landmarks of Prince George's County, Maryland. Baltimore: The John Hopkins University Press.
- Bowie, Effie Gwynn. 1975. Across the Years in Prince George's County. Baltimore: Genealogical Publishing Company.
- Hopkins, G. M. 1878. Atlas of Fifteen Miles Around Washington Including the County of Prince George, Maryland. F. Bourquin's Steam Lithographic Press, Philadelphia. Reprinted 1975 by the Prince George's County Historical Society, Riverdale, Maryland.
- Land Records of Prince George's County, Maryland.
- Martenet, Simon J. 1861. Atlas of Prince George's County, Maryland, 1861. Reprinted 1996 by the Prince George's County Historical Society, Riverdale, Maryland.
- Maryland-National Capital Park & Planning Commission. 1993. Illustrated Inventory of Historic Sites, Prince George's County, Maryland. Upper Marlboro, Maryland.
- Carl, Susan G., Marina King and Howard S. Berger. 1991. Historic Contexts in Prince George's County. Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission.
- Watson, James Douglas. 1962. Prince George's County, Past and Present. Washington, D.C.: Federal Lithograph Company.
- Wearmouth, John M. 1986. Baltimore and Potomac Railroad, The Pope's Creek Branch. Baltimore: National Railway Historical Society, Inc.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

SURVEY NO.: PG:79-72 (PACS A3)

ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

20 A.
2.44

P.3

P.107

725

M.93 - P.22

P.100

P.101

P.29

.95 A. 4

P.2

MARLBORO PIKE

P.39

P.43

BINGER BROS., INC.

3077/409

2.34 A.

P.37

P.72

P.79

WAREHOUSE

National Register Boundary

ROGER GRAHAM

6611/202

13.15 A.

P.41

P.6

P.5

RE
8
64

Maryland Comprehensive Historic Preservation Plan Data Sheet

Baltimore and Potomac Railroad Property; PG:79-72 (PACS A3)
15105 Marlboro Pike, Upper Marlboro, Prince George's County, MD

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Period Theme (s):

Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Theme(s):

Agricultural; Economic; Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form):

Buildings; Private Ownership; Public Acquisition - Not
applicable; Occupied; Not accessible; Commercial

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

Freight Depot

Known Design Source (write none if unknown):

None

U.S. 301 South Corridor
Transportation Study

4303000m N.

Survey # A3 PG: 79-72

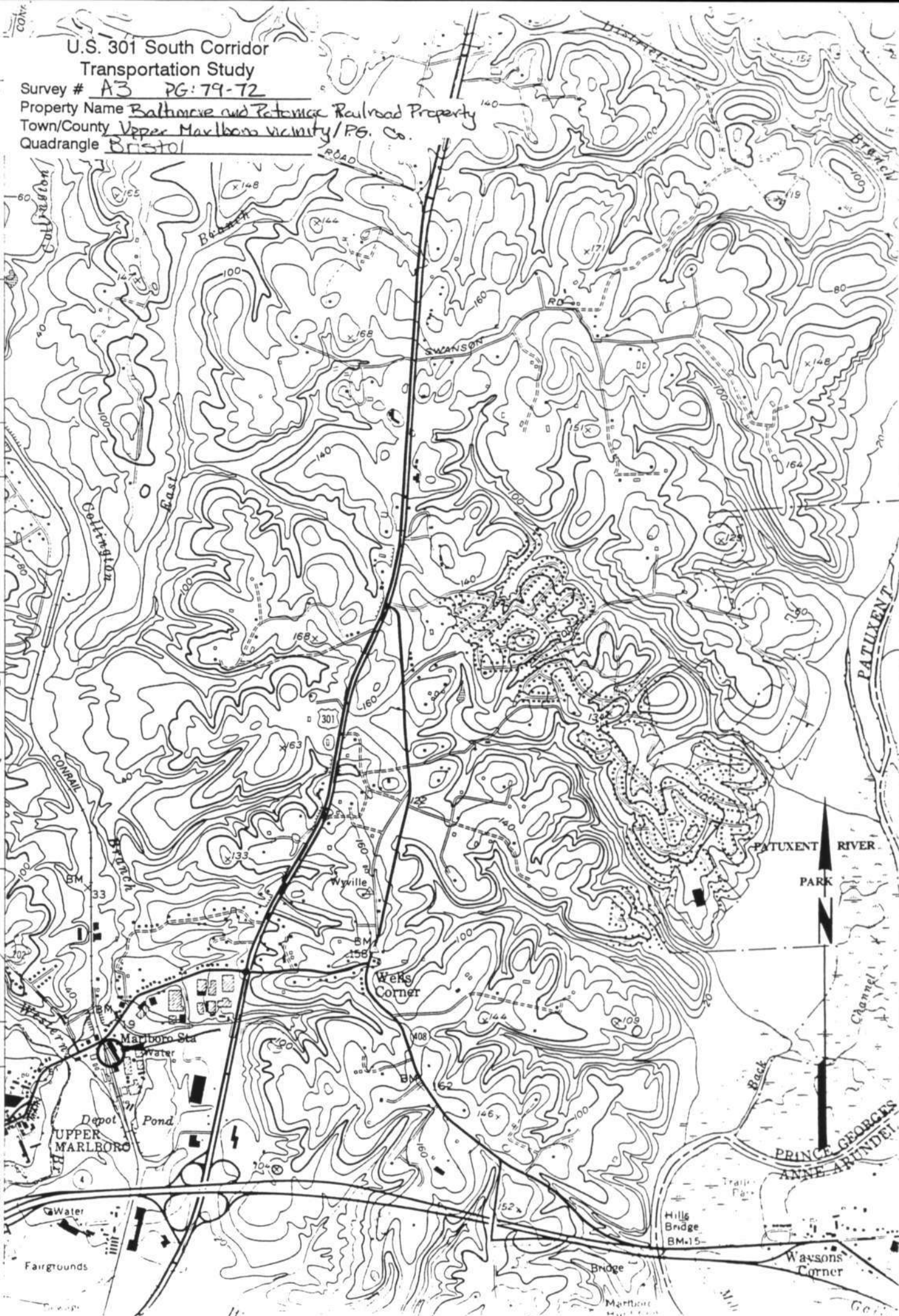
Property Name Baltimore and Potomac Railroad Property

Town/County Upper Marlboro vicinity / PG. Co.

Quadrangle Bristol

RI ADENSBURG 14 MI.
LARGO JUNC. MD. 2141 7.6 MI.

5661 IV SE
(UPPER MARLBORO)





- 1 PG: 79-72
- 2 Baltimore and Potomac Rail Road Property,
Prince Georges County, MD
- 3 Tim Tambarrino 9/96
- 4 P.A.C Spero + Co. 40 W. Chesapeake
Ave, # 412, Baltimore, MD 21204
- 5 ISLOS Marlboro Pike North elevation of
train Depot South view
- 6 1 of 4



- 1 PG: 79-72
- 2 Baltimore and Potomac Railroad Property
Prince George's County, MD
- 3 Tim Tamburrino, 9/96
- 4 P.A.C. Spero + Co., 40 W. Chesapeake Ave
#412, Baltimore, MD 21204
- 5 15105 Marlboro Pike West elevation of
train Depot, East View
- 6 2 of 4



1. PG: 79-72
2. Baltimore and Potomac Railroad
Property Prince Georges County, MD
3. Tim Tamburrino 9/96
4. P.A.C. Spero + Co., 40 W. Chesapeake Ave.,
#412, Balto. md 21204
5. 15105 Marlboro Pike East dovetails
of train Depot South west view
6. 3 of 4



Selling Industrial
22 ACRES Bldg.

Land & Commercial

868-7900

DO NOT
THROW
LITTER
TROOD
FINE

1. PG: 79-72
2. Baltimore and Potomac Railroad
Property Prince Georges County, MD
3. Tim Tamburino 9/96
4. P.A.C. Spero + co., 40 W. Chesapeake
Ave., #412, Balto, md 21204
5. 15105 Marlboro Pike east elevation of
6. Train Depot South west view
4 of 4

Maryland Historical Trust
 Maryland Inventory of Historic Properties Form
 U.S. 301 South Corridor Transportation Study

DOE ☐ yes ☐ no

1. Name: (indicate preferred name)

historic Baltimore and Potomac Railroad Property

and/or common Highway Film Service Inc. Property

2. Location:

street & number 15105 Marlboro Pike ☐ not for publication

city, town Upper Marlboro ☒ vicinity of congressional district

state Maryland county Prince George's

3. Classification:

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	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:
			<input checked="" type="checkbox"/> transportation

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Resource Count: 1

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The west elevation has ten covered windows on the first story and two entryways. Near the center of the elevation is a pair of wood doors, while the second entry is a door at grade level near the south end.

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		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates circa 1910

Builder/Architect unknown

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or
Applicable Exceptions: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
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The Baltimore and Potomac Railroad Property is located in southern Maryland, near the town of Upper Marlboro in Prince George's County. The Native American inhabitants of southern Maryland from the Piscataway and Potobac nations were joined by European settlers beginning in 1634 with the establishment of St. Mary's City by Leonard Calvert. Successive waves of colonists took up tracts of land further inland from the Chesapeake Bay along the Patuxent and Potomac rivers and their tributaries. Charles County was formed in 1658 and Prince George's County was established in 1696. Settlement was confined to inland areas until road clearing began in the mid-eighteenth century as a result of the establishment of port towns and Maryland's rising population. Tobacco cultivation dominated the economic and social life of both Charles and Prince George's counties

CONTINUATION SHEET	
MARYLAND HISTORICAL TRUST	
STATE HISTORIC SITES INVENTORY FORM	
RESOURCE NAME: Baltimore and Potomac Railroad Property	
SURVEY NO.: PG:79-72 (PACS A3)	
ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland	

8. Significance (Continued)

until the mid-nineteenth century when soil exhaustion necessitated agricultural diversification. The introduction of rail lines in 1873 linked Prince George's and Charles counties with the surrounding area, encouraging trade and settlement. While the suburbanization of Prince George's and Charles counties was ensured by the widespread availability of the automobile in the mid-twentieth century, these southern Maryland counties have also retained their rural and agricultural character.

NATIONAL REGISTER EVALUATION:

The Baltimore and Potomac Railroad Property is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with historic events or trends significant in the development of national, state or local history. Although the structure was associated with the railroad, it served a common utilitarian function of storing and shipping general merchandise and agricultural products. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, as it is a common railroad resource with little architectural distinction. The building was constructed in a basic utilitarian form of the most expedient materials and construction methods of the time. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MHT COMMENTS: MHT considers this property to be significant under Criterion A as an intact surviving example of a railroad freight facility; a large part of the significance of the railroad to this area was its ability to transport agricultural products; additional historical research on the topics of transportation and agriculture should substantiate significance.

MARYLAND HISTORICAL TRUST

Eligibility recommended X Eligibility Not Recommended _____

Comments: Criterion A

Reviewer, OPS: Suzanne Pickens Date: 07/21/1997
Reviewer, NR Program: [Signature] Date: 7/21/97 [Signature]

9. Major Bibliographical References Survey No. PG:79-72 (PACS A3)

Continuation Sheet

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Bristol, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Caroline Hall/Tim Tamburrino

organization P.A.C. Spero & Company

date September 1996

street & number 40 W. Chesapeake Avenue, Suite 412

telephone (410) 296-1635

city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

SOURCE NAME: Baltimore and Potomac Railroad Property

SURVEY NO.: PG:79-72 (PACS A3)

ADDRESS: 15105 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

9. Major Bibliographical References (Continued)

Boucher, Jack E. Landmarks of Prince George's County, Maryland. Baltimore: John Hopkins University Press, 1993.

Bowie, Effie Gwynn. Across the Years in Prince George's County. Baltimore: Genealogical Publishing Company, 1975.

Hopkins, G. M. Atlas of Fifteen Miles Around Washington Including the County of Prince George, Maryland. Riverdale, Maryland: Reprint by the Prince George's County Historical Society, 1975.

Martenet, Simon J. Atlas of Prince George's County, Maryland, 1861. Riverdale, Maryland: Reprint by the Prince George's County Historical Society, 1996.

Maryland-National Capital Park & Planning Commission. Illustrated Inventory of Historic Sites, Prince George's County, Maryland. Upper Marlboro, 1993.

Pearl, Susan G., Marina King and Howard S. Berger. Historic Contexts in Prince George's County. Upper Marlboro: Maryland-National Capital Park and Planning Commission, 1991.

Watson, James Douglas. Prince George's County, Past and Present. Washington, D.C.: Federal Lithograph Company, 1962.

Maryland Comprehensive Historic Preservation Plan Data Sheet

Baltimore and Potomac Railroad Property; PG:79-72 (PACS A3)
15105 Marlboro Pike, Upper Marlboro, Prince George's County, MD

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Period Theme (s):

Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Theme(s):

Economic; Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form):

Buildings; Private Ownership; Public Acquisition - Not
applicable; Occupied; Not accessible; Commercial

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

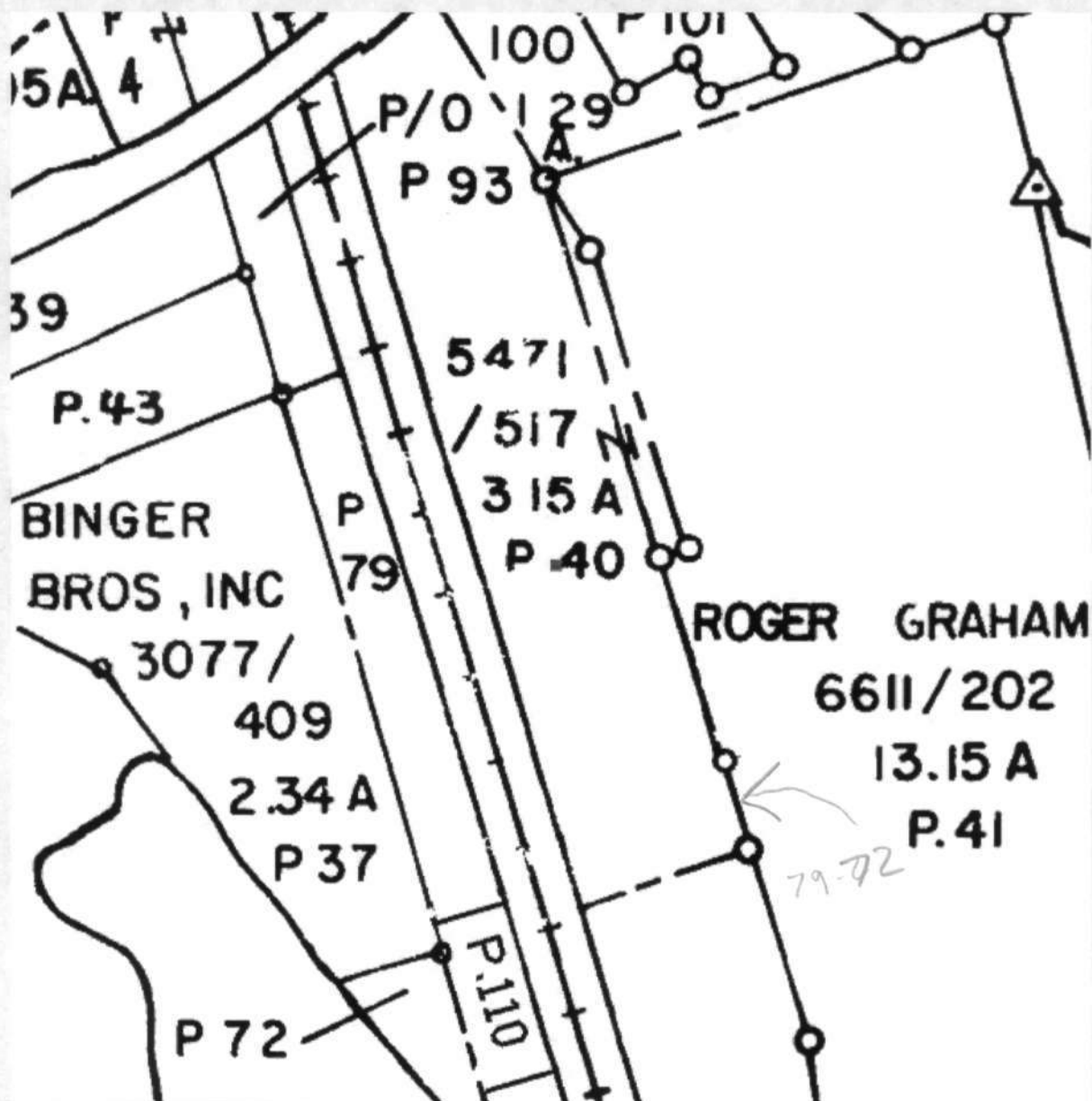
Freight Depot

Known Design Source (write none if unknown):

None

Real Property
InformationMaryland Department of Assessments and Taxation
Real Property System[\[Go Back\]](#)

Account ID : 17030204156

[\[Zoom In\]](#)

Property maps provided courtesy of the Maryland Department of Planning © 2000.

For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdp.state.md.us.

4303000m. N.

Property Name Baltimore and Potomac Railroad Property
Town/County Upper Marlboro vicinity / PG. Co.
Quadrangle Bristol

Quadrangle Bristol

